

THE SIGN OF THE CROSS.

Nearly every theatre-goer in Hongkong, we suppose, saw "The Sign of the Cross" whilst the drama was being played here. It has been produced in Shanghai since, and has evidently made an impression, according to press notices. We give below the critique of the *Shanghai Daily Press*, which, we think, will meet the views of many who saw the play here.

Every part of the Lyceum Theatre was crowded on Saturday night when Messrs. Dallas and Musgrave's dramatic company made their first bow to a Shanghai audience, and produced the much debated religious drama, "The Sign of the Cross." From the rising of the curtain until its fall at the end of the fourth act the huge audience followed the fortunes of the leading characters with an interest that is quite unusual in Shanghai and at the close of each scene the "Stars" were called before the footlights and vigorously applauded. Making all due allowances for a first night coupled with the fact that the company had only arrived in the city a few hours previously the production was a good one and creditable to all concerned. Written by Wilson Barrett some two years ago "The Sign of the Cross" is a drama which owes its popularity throughout the English speaking world more to the storm of discussion it has aroused than to any value it possesses as an historical play. Religious people especially have furiously debated the right of the stage to go to Christianity for subjects and themes which which to entertain the millions, and so wide-spread has the discussion become that those who oppose the play have been bitterly reprimanded their own hostility. Since its only fault has been to popularise "the sign of the cross" and to advertise it in a way no dramatic production has secured for the past half century. It is unnecessary to give a sketch of the plot which underlies "The Sign of the Cross" for the majority of the people even of Shanghai, have for some time been familiar with the fortunes of Marcus, the loveliest prefect of Rome, who, loving the Christian girl Mercia moves heaven and earth in vain, to save her from the heathen edict of the infamous Nero that all Christians in his capital should die.

In the end Marcus too becomes a follower of Christ the Nazarene and walks with his loved one into the den of beasts, where presumably, both are devoured. Briefly, the drama, which follows closely the book of the same name, consists of four acts of blood, thunder, lust and virtue. Unlike the usual melodrama, virtue is not rewarded in this world nor vice is not punished within view of the audience. The virtuous people in the long cast are all slaughtered in the curtain falls, while the villains such as Nero, Tigellinus and Licinius continue their lives of sin. Historically, and we hope our statement will be taken as truth and not debated in the columns of the paper—the drama is as full of flaws as the proverbial sieve is of holes. Nero was not nearly so brutal as he is painted by Wilson Barrett, the early Christians did not sing modern hymns, and although they were persecuted, they were not models of propriety and virtue that the author would have us believe. The most glaring fault of the drama however is its title. "The Sign of the Cross" runs through the thing and we are told that the "tree of the triple branch" was not only the symbol of those early Christians, but that it was tattooed on their arms. Now as a matter of fact the cross was not used as a symbol of Christianity until five centuries later when Mohammed arose and devastated Eastern Europe. The Koran worshippers took the crescent for their symbol, and the Christians followed by adopting the cross as typical of the crucifixion of Christ, and their belief in His atonement. A large amount of license must of course be allowed to a dramatist, but in writing a play claimed to be historical it is inexcusable.

In such a lengthy cast, it must of course be that some of the characters are faulty and some of the delineations even ludicrous, but on the whole the company on Saturday night acquitted themselves well. Commencing with the ladies the part of Mercia the beautiful Christian girl was taken by Miss Madge Grey. Although by no means an Ada Ferra, or a Maud Jeffries Miss Grey acquitted herself very well in a most difficult role and at times, particularly in the last scene she showed great dramatic talent. As her sister the lovely Patricia Miss Barbara Penn was all that could be desired. She seemed to thoroughly realise "that hell holds no fury like a woman scorned" and succeeded in thoroughly ingratiating herself with the audience. In the small part of Pappus, Empress of Rome, Miss Helen Hunter had little to do, but she did that little well, while Miss F. Stanley as the boy Stephanus although a trifle too large, and certainly too old for such a youthful part through it creditably. Miss Rosie Blair as Jael acted fairly well, but the less said about the other ladies the better. As Ananias Miss Florence Daniels attempted to sing a song in the third scene of the third act, and she should never try again. There is quite enough misery, torture and death in the play without this lady imitating a poor little mouse in a cheese.

In the fine character of Marcus Superbus, the feet of Rome Mr. Henry Dallas was very good. His interview with Nero being a fine piece of work. Mr. Kenyon Musgrave as Tigellinus was not happy in his role, but in our opinion, being altogether wrong. Tigellinus is supposed to be a cool calculating villain of the scarpia stamp, handsome and devilish, not old and badly dressed, and certainly not a coward. Mr. J. B. Ferrell gave a fair portrayal of the monster Nero, but here again his idea of the part and ours is very different. Nero certainly was a wreck; he even had paralysis of the heart, it is even possible that he had palsy—but he certainly was not suffering from Delirium Tremens when he ordered Christians to be tied to posts, smeared with oil and flogged, and staked under the chains so that he could watch them dying when the torch was applied. Mr. J. L. Hall as Licinius the villainous Aedile was passable, while as Claudio Mr. D. Munro scored a decided hit, and was the success of the evening. Among the other numerous male characters no one stood out prominently, but nearly all knew their parts well and for that blessing, the audience should be thankful. As Fabius Mr. Norman Roberts dropped his H's, a most pardonable offence, even in an early Christian, but omitting this fault he did justice to a difficult part.

INSURANCE COMPANIES UNDER THE NEW TREATIES.

It is stated that a regulation will shortly be issued by the Agricultural and Commercial Department in regard to the control of foreign insurance offices in Japan after the new Treaties come into force. By this regulation any foreign insurance company carrying on business in the empire of Japan must appoint an individual or a committee to represent it in this country, having full authority to decide all matters relating to the company, exactly as if the head office were established in Japan. Any company having more than one branch or agency in Japan must appoint one as its representative, which shall take rank as the head office, and all the others will be regarded as branches or agencies.

JUSTICE IN SINGAPORE.

A STRONG INDICTMENT.

The *Hongkong Times* says the *Strait Times* is doing good service in denouncing the injustice that is being done in the Straits Settlements by the importation of Ven Prohibition Ordinance, 1898. Several cases have occurred in which Chinese coolies, passing through Singapore on their way to China with the hard earned savings of a life time, have been arrested and fined because their money happened to be Japanese yen; and worst of all their little all has been confiscated under this Ordinance. This is how the Straits Times regards the law.

Day by day there is now being perpetrated in the police-courts of this Colony an injustice so great, a hardship so acute, that it is sufficient to condemn this Colony in the sight of God and man. Consider once more, what this means to the coolie. He has worked for years in the tropics, hoping to save money to return to his family in China; and, since the untidiness or idle coolie fails to achieve these savings, the pun being prosecuted for importing yen is the man who has been laborious, thrifty, and self-denying. This is the man whom we are robbing. Think again what it means to the men. The whole system of life they have laboriously built up for themselves, the happy return to their country that they have been contemplating for years, is shattered at one blow. They are robbed and thrown penniless on a strange town. Can one imagine the despair, the rage, the bitterness of sorrow that must possess the hearts of these men? Can we be surprised if our injustice should drive one or more of them to destroy himself? The thing, in a word, is one of the most scandalous that has ever been perpetrated in the name of justice. It is a black and bitter crime. It is a form of robbery so comprehensive, so destructive, and so bitter to the heart of the man who is robbed that it is almost impossible to find words to adequately describe it. The man who has it in his power to stop in one moment this scandalous hardship, this gross and wicked crime against justice, is the Governor of the Straits Settlements. He has it in his power to stop these persecutions by writing a minute paper. If he fail to do that power, he shall answer at the throne of the God of Justice.

A QUESTION OF HOTEL CHITS.

AN INTERESTING POINT.

In H.B.M.'s Court on April 26th before Mr. Hall, Mrs. D'Arcy, ex proprietress of the Occidental Hotel, Kobe, sued S. Reich for the sum of Y172, the amount due on certain hotel bills and chits incurred by Mr. Reich, for which the defendant had previously held himself responsible. Mr. Reich appeared for the plaintiff.

Mrs. D'Arcy said she was the proprietress of the Occidental Hotel until the time it was closed, and knew the defendant. She knew a Mr. Beauchamp who had stayed at the hotel, and she had had a conversation with defendant about him. Defendant had then promised that he would pay Mr. Beauchamp's hotel bills, and since then the bills had been made out in defendant's name, and he had paid them up to three months ago, from which time she only received Y200 on account. The bills were paid by cheque, and were for board and chits. At the beginning of March she sent in the bill produced for the February accounts. The bill was not paid, and was sent in again about March 8th. She went to Mr. Reich's office on February 13th and threatened she would go to the Consul, and defendant came to her in her office some time in March and paid her Y200 on account. She was not quite sure whether defendant had the bill with him at the time, but she made out another bill and gave it to him, acknowledging the Y200 received on account.

The defendant said he did not object to the bills, only to the chits, which were expensive. In answer to the defendant, his counsel said that he would be very sorry to say he did not object to the chits supplied to him at hotels should be disallowed. These chits were supplied purely in public-house form, and were frequently disallowed, but never hotel chits.

Evidence was also given by the ex-steward at the Occidental Hotel, and the case was adjourned *sine die* to suit the convenience of the parties.—*Kobe Chronicle*.

PATRIOTIC AMERICAN SOLDIERS.

On board the O. & O. steamer *Doric*, which arrived here yesterday says the *Nagasaki Press* of 28th April from San Francisco, are two ex-soldiers of the United States Army. Charles Sterling, who has been in the 3rd U.S. Infantry in Cuba, which he left on expiration of service period March 12th, and Stewart Price, who was attached to the 1st U.S. Volunteer Cavalry, better known as Roosevelt's rough riders, are the men referred to.

Arriving in the United States they tried to join one of the regiments ordered to the Philippines, but unfortunately on application for them these regiments had been recruited to their full strength. They had money and were not deterred. They were determined to fight for the "Stars and Stripes" in the Philippines, and concluding that they would be cheerfully received by regiments at Manila, which, on account of casualties, are short-handed, started for San Francisco, where they secured passage on the *Doric*. Unlike many persons who make for the Philippines, these men did not seek free transportation on the Government transports, or falling in that, stow themselves away on board. They purchased first class tickets on the first steamer and are ready and willing to do first class work for the country when they arrive at Manila. On shore yesterday they were met by many enquiries about the war. They were particularly desirous of knowing if the war was over. They were assured that such was not the case, and it was pleasing information to them; for they want to be on time to take a hand. There are few who would travel about 10,000 miles and spend their own hard-earned money for transportation to fight for the flag they love—from Cuba to the United States, across that vast territory of plains, dales, and mountains, the expense of the great Pacific Ocean, touching at Honolulu, Japan, and China, thence to Manila, is the itinerant of these American patriots. Their reception in Manila will doubtless be one long to be remembered and probably never forgotten.

THE BELGIAN DEMAND ON CHINA.

A Brussels dispatch of the 27th ult. states that in the Chamber of Deputies the previous week the Minister of Foreign Affairs, M. de Faveray, confirming the reports that Belgium had asked for a concession at Hankow, China, said that no international complications were feared in connection with the request, pointing out that the Belgium-Chinese Treaty of 1895 authorised Belgium to construct buildings in China, and empowered China to name the most convenient territory for the Belgian Settlement.

SETTLERS RUSHING TO THE PACIFIC COAST.

PORTLAND (Or.) March 25th.

Every train which arrives over the Oregon Railway and Navigation, Northern Pacific and Great Northern roads brings hundreds of people who have taken advantage of the low fares from St. Paul to the Pacific Coast. Many of the visitors are seeking farming lands in the Northwest and in California, while others have been attracted by the new mining discoveries in the Northwest.

Eighty-two Michigan men who arrived here yesterday left over the Southern Pacific this evening for Sission, Cal., where they will engage in lumbering. Another party of 100 from Michigan arrived to-day and seventy-five of these will go to California. A large party from Missouri and other Middle Western states left by the Northern Pacific to-day for the north, some of them going to Mount Vernon, Wash., where a co-operative colony has been located. Others of the same party were bound for New Whatcom, Wash.

PORTLAND (Or.) March 25th. The Oregon Railway and Navigation Company has received from its Eastern connections 750 immigrants who are bound for different parts of Oregon, Washington and Idaho. The majority of these immigrants are homeseekers and have been attracted by the opening up of large bodies of farming lands through the construction of branch railroad lines in Eastern Washington, Eastern Oregon and Idaho.

GENIUS IN DISTRESS.

Homer was a beggar, says the *Honolulu Review*; Plautus turned a mill; Terence was a slave; Boetius died in jail; Paul Borghese had luncheon tramped, and yet staid with them all; Tasso was often distressed for 5 shillings; Demitrovich was refused admittance into a hospital; he had himself erected as Corvantes, died of hunger, and Vaguelas left his body to the surgeons to pay his debts as far as the money would go; Lie on lived a life of mean poverty and distress; Sir Walter Raleigh died of the scabbard; Spenser, the charming, died in want; the death of Collins was through neglect, first causing mental derangement; Milton sold his copyright of "Paradise Lost" for £15 at three payments, and finished his life in obscurity; Dryden lived in poverty and distress; Otway died prematurely and through hunger; Lee died in the street; Steele lived a life of perfect warfare with his creditors; Goldsmith's Vicar of Wakefield was sold for a trifle to save him from the grip of the law; Fielding lived in the hungry grip of the English factory of Lisbon, without a stone to mark the spot; Savage died in prison at Bristol, where he was confined for a debt of £8; Butler lived a life of poverty, and died poor; Chatterton, the child of genius and misfortune, destroyed himself.

HOW THE STORMY PETREL HATCHES ITS EGGS.

The stormy petrel's nest just above the Atlantic surge on the (lets near Lona and the Hebrides). There above the rock on certain islands in a black, buttery soil, in which there burrow like little winged mice, and on a nest of sea pink lay the eggs. As the desertion of the regions of light and air by birds is something outside the natural course of their lives, it leads to various odd and unexpected social complications and domestic problems. Among the latter is a serious one, the difficulty of keeping the underground house clean or moderately cool. It is usually very hot. Sand-martins, for instance, do not attempt to ventilate their burrows as rabbits and rats do, neither do kingfishers nor the stormy petrels when they make their own burrows, and do not creep into chimneys between piles of stones or rocks. Evidence of the high temperature of this "hot chamber" where the young petrels are hatched is seen in a very pretty popular belief in the Outer Hebrides. As the petrels are sitting on their eggs, and by sitting near them, at a distance of six inches between them and the opening of the burrow. Then the petrels turn their heads toward the eggs, and "roo" at them day and night, and so "hatch them with their song." This, which sounds like a fable of the East-Atlantic Islands, has really a basis in fact. Davenport Graham says that the account is "very correct; though I never heard the rooing noise by day, I often did in the evening. It is rather a purring noise. When its nest is opened up, the bird is usually found covering a few inches away from its egg." This hot and stuffy atmosphere may aid the hatching of the eggs, but there is no doubt that it brings to the nest and very undesirable forms of life. The nests and burrows are swarmed with all of the most unpleasant insects, and those of the kingfisher are nearly as bad.

HER MAJESTY'S PERIL.

Mr. William Allan, the member for Gateshead, is possessed of a great fear. He fervently and strenuously believes that there is a probability of the Queen being subjected to serious danger. He told the House of Commons that if they used the same class of boilers as were on board the *Titanic* they would "be culpably incurring a most serious responsibility." "Am I really possessed by fear of danger to the Queen?" he replied to a *Sunday Times* interviewer. "I am, sir. I tell you this—that all the prophecies which I have uttered in reference to the *Hellshire* boilers have been realised; and I now once more venture to play the prophet. You have had many explosions—some with terrible results to life and limb. You will hear of more very soon." If these boilers cause explosions on board her warships—can we be certain that if the same boilers be put into a royal yacht, that vessel will enjoy an assured immunity? Of course we cannot. "All the great British shipping companies refuse to use these boilers. The Wilsons tried them and then abandoned them. There is no such thing as a *Belleville* boiler in the British maritime service. "Are we going to imperil the safety of our liege lady, the Queen. Well, at least I shall try and prevent it."

GIGANTIC TRADING CONCERN.

The quarterly report of the Wholesale Co-operative Society shows that this concern now embraces 1,063 retail societies, with 1,181,588 members, being an increase in the membership over the corresponding quarter in 1897 of 64,594, or 6.178 per cent. The net amount of goods invoiced during the quarter reached the enormous sum of £3,269,492, or £313,484 more than in the last quarter in 1897. The amount of capital, including shares, loans, deposits, reserve, and insurance, is returned at £2,532,000, an increase over the same period in the preceding year of £159,579. The total weight of Irish and other butter sold in Manchester, headquarters of the society during the thirteen weeks was 109,352 cwt.; in Newcastle, 167,261; in London, 12,426; or, in all, 141,514 cwt.

NOT AND A

CALENDAR.

May.
Meteorological means based on ten years' observations to 1893.

Barometer..... 29.867
Thermometer..... 76.2
Humidity..... 84.0
Rainfall..... 15.0

TO-DAY.

WEATHER REPORT.
On date at 12 M. On date at 4 P.M.
Barometer..... 29.89 29.80
Thermometer..... 78 78
Humidity..... 80 81
Rainfall.....

TO-DAY.

Saturday, 6th May, 1899.
Chinese—27th of 3rd moon of 25th year of K'ao-ai.
Sun—Rises..... 6hr. 0min.
Sets..... 5hr. 55min.
High water—Morning..... 6hr. 32min.
Afternoon..... 6hr. 32min.
Low water—Morning..... 0hr. 32min.
Afternoon..... 0hr. 32min.

ANNIVERSARIES.
1874—Attack on Me Wood at the British Legation, Tokio.
1882—Phonix Park murders.
1892—Peking-Fishan collision in the Yangtze.
1897—Pharsalia captured by the Turks.

TO-MORROW.

Sunday, 7th May, 1899.
Chinese—28th of 3rd moon of 25th year of K'ao-ai.
Sun—Rises..... 6hr. 0min.
Sets..... 5hr. 55min.
High water—Morning..... 7hr. 0min.
Afternoon..... 6hr. 0min.
Low water—Morning..... 0hr. 32min.
Afternoon..... 0hr. 32min.

ANNIVERSARIES.
1842—Earthquake at St. Domingo, 10,000 lives lost.
1847—Earl of Roseberry born.
1868—Lord Brougham died.
1873—Japan gave the southern half of Saghalien to Russia in exchange for the Kurile Isles.
1891—Governor Sir Wm. des Vieux left for England.
1892—Arrival of the Hongkong Regiment.
1897—Mao-ao declared a free port.

CHURCH SERVICES.

St. John's Cathedral: Communion, 7 a.m., 10 a.m., 4 p.m., 7 p.m.
Roman Catholic Cathedral: Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church: Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point: Morning Service, 11 a.m.
St. Francis Church, Wanchai: Mass (Chinese), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road: Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point: Mass, 8 a.m.
Wesleyan Methodist Church: Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church: 11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.
French (Laos) to-morrow.
Canadian (Empress of Japan) 8th inst.
American (Nippon Maru) 11th inst.
American (City of Rio de Janeiro) 14th inst.
American (Coptic) 25th inst.

The Canadian Pacific Railway Co. steamer *Empress of India* left Yokohama for Vancouver yesterday afternoon, the 5th inst.

The Nippon Yusen Kaisha's steamer *Waka Maru* (Bombay Line) left Singapore for this port yesterday, the 5th inst. and is expected to arrive here on the 11th inst.

The Agents Messrs. Jardine, Matheson & Co. inform us that the Company's steamer *Indra* from New York and Straits, left Singapore for this port this morning, the 6th inst.

The China Mutual Steam Navigation Co. steamer *Kintack* from Glasgow and Liverpool, left Singapore for this port yesterday afternoon, the 5th inst. and may be expected here on or about the 11th inst.

The Canadian Pacific Railway Co. steamer *Empress of Japan* arrived at Shanghai at 9 p.m. yesterday, the 5th, and left again at 6.30 a.m. to-day, the 6th for Hongkong, where she is due to arrive at 3 p.m. on Monday, the 8th inst.

HONGKONG AND WHARFPOOL DOCK RETURNS.
Isle de Cuba..... " " " " " "
Isle de Luzon..... " " " " " "
Henry Palling..... " " " " " "

Hongkong Maru..... " " " " " "
U.S.S. Charleston..... " " " " " "
Hyson..... " " " " " "
H.M.S. Dolphin..... " " " " " "
D. Juan d'Autria..... " " " " " "
Doric..... " " " " " "

PASSED THE CANAL.

Outward—14th April—*Indrapura*, *Kintack*, *Laos*, *Ramberg*, *Idemeneus*, *Palatinus*, 18th April—*Glenloch*, *Tahiti*, *Kennore*, 21st April—*Japan*, *Reynold*, *Tonkin*, 25th April—*Andria*, *Reynold*, 27th April—*Coptic*, 28th April—*Reynold*, *Eastern*, 2nd May—*Hongkong*, *Dorchester*, *Richmers*, *Aggi*, *Nubia*, *John Adamson*.

Homeward—2nd May—*Shesha*, *Yarra*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets*, *Marasmus*, and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following—I have tried Emulsion in case of wasting in young children and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil.—J. MARSHALL, M.R.C.S., &c., 143, Grange Road, Bernardsay, S.E. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—Add.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.

"FORMOSA."
Captain Douglas, will be despatched for the above ports, TO-MORROW, the 7th inst., at Daylight.
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 6th May, 1899. [617a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.
THE Steamship.

"SUMIDAGAWA MARU."
Captain S. Namekata, will be despatched for the above ports TO-MORROW, the 7th inst., at Daylight.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 6th May, 1899. [441a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, PUEBLO AND TRIESTE.
Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND AFRICAN PORTS.
THE Company's Steamship.

"MARQUIS RACQUEHEM."
Captain C. Androvich, will be despatched as above on MONDAY, the 8th inst., at 8 a.m.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.
Hongkong, 2nd May, 1899. [600a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.

"THALES."
Captain Hall, will be despatched for the above ports, on TUESDAY, the 9th inst., at Daylight, instead of as previously advertised.
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 5th May, 1899. [618a]

FOR NEWCHANG (DIRECT).
THE Steamship.

"BUCEPHALUS."
Captain Robinson, will be despatched as above on TUESDAY, the 9th inst., at Daylight.
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., Limited.
Agents.
Hongkong, 4th May, 1899. [586a]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship.

CATHERINE APCAR.
Captain J. C. Offert, will be despatched for the above ports, on TUESDAY, the 9th inst., at 1 P.M.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 2nd May, 1899. [601a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship.

"UNDAUNTED."
will be despatched for the above port, on or about the 10th May.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 2nd May, 1899. [517a]

OCEAN STEAMSHIP COMPANY.
THE Company's Steamship.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship.

"ORESTES."
Captain Pollock, will be despatched as above on SATURDAY, the 13th May.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th April, 1899. [562a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship.

"CHIANGSHA."
Captain Moore, will be despatched on SUNDAY, the 14th inst., at Daylight.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1899. [603a]

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship.

"CHINGSHA."
Captain Moore, will be despatched on SUNDAY, the 14th inst., at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1899. [604a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship.

"CHIANGSHA."
Captain Moore, will be despatched on SUNDAY, the 14th inst., at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1899. [604a]

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship.

"CHIANGSHA."
Captain Moore, will be despatched on SUNDAY, the 14th inst., at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1899. [604a]

FOR MANILA.
THE Company's Steamship.

"CHIANGSHA."
Captain Moore, will be despatched on SUNDAY, the 14th inst., at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1899. [604a]

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship.

"CHIANGSHA."
Captain Moore, will be despatched on SUNDAY, the 14th inst., at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1899. [604a]

FOR MANILA.
THE Company's Steamship.

"CHIANGSHA."
Captain Moore, will be despatched on SUNDAY, the 14th inst., at Daylight.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1899. [604a]

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAGAMI MARU J. Nagao.	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, CHEFOO, CANTON, MULPO and NAGASAKI.	THURSDAY, 11th May, at 4 P.M.
MIKE MARU S. Kawamura	Kobe and YOKOHAMA.	FRIDAY, 12th May, at 4 P.M.
YAMAGUCHI MARU	HOMBAI, VIA SINGAPORE and COLOMBO.	TUESDAY, 16th May, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 1st May, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO., SOLE AGENTS.

Hongkong, 9th December, 1898.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES, STAMPED ARTICLES FOR MILITARY EQUIPMENT

M. OPPENHEIMER & Co, Paris

F. BLACKHEAD & CO.

SHIP-CYLINDERS, SAWMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAUPT'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES, &c., &c.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

HONGKONG, 14th May, 1896.

CARBOLEUM-A-VE-NAR-LUS USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMM & Co.

Hongkong, 11th September, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT.

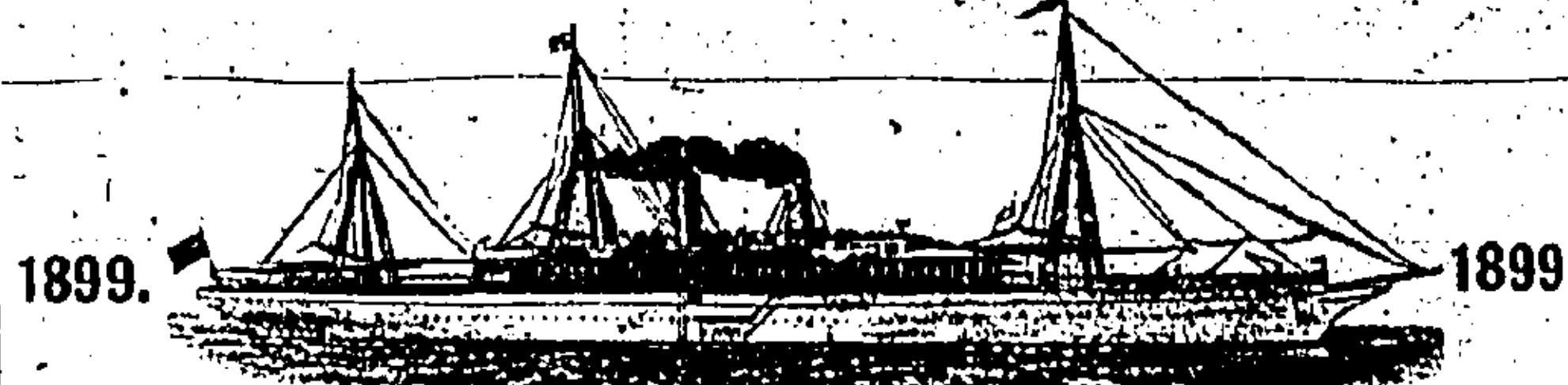
AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.

Hongkong, 9th March, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 17th May, 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 24th June, 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the world, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street, G.

Hongkong, 26th April, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Saturday, 20th May, at Noon.

AMERICA MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899.

MITSUBISHI KAISHA.

No. 6, Ho Foa Street, Praya Central.

Head Office: TOKIO.

Branch Offices: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIEN-TSIN, NEWCHANG and all Ports in JAPAN.

Agents:—

Milki Coal Mines, Onoda Coal Mines, Kanagawa Coal Mines, Ltd., Meiho Fire Insurance Co., Ltd., Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanagawa Cotton Spinning Mill, Japan, The Miike Cotton Spinning Mill, Ltd., Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

Hongkong, 11th December, 1896.

Mails.

NORDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINE.

(Freight Service.) (East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*HEIDELBERG...	HAVRE and HAMBURG.	About 25th May.	Freight and Passage.
*SIBIRIA...	(LONDON with transshipment in HAMBURG)	About 30th May.	Freight and Passage.
*HILDEBRAND...	(LONDON with transshipment in HAMBURG)	About 15th June.	Freight and Passage.
*KONIGSBERG...	HAVRE and HAMBURG.	About 15th June.	Freight and Passage.
*CHRISTENSEN...	(LONDON with transshipment in HAMBURG)	About 30th June.	Freight and Passage.
*DEIKE...	NEW YORK.	About 30th June.	Freight and Passage.
*RICKMERS...	via SUEZ CANAL.		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, the UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyrs... 3,466... about... May 20

Belmont King... 3,379... about... June 20

Corinthian... 2,929... about... July 20

Carlisle City... 3,002... about... Aug. 20

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 2nd May, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro... via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu... Saturday, 27th May, at Noon.

City of Peking... via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu... Thursday, 22nd June, at Noon.

China... via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu... Tuesday, 18th July, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th April, 1899.

NORDEUTSCHER LLOYD.

N O T I C E

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT TO LAND PASSENGERS AND LUGGAGE.

ALL CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Frederick... Wednesday, 24th May

Sachsen... Wednesday, 21st June

Bayern... Wednesday, 19th July

ON WEDNESDAY, the 24th day of May, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 22nd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than £20 and Parcels should not exceed Three Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further particulars, apply to

MILCHERS & CO., Agents.

Hongkong, 26th April, 1899.

Printed and Published by E. H. B. B. FORBES, SKETCHED BY E. H. B. B. B. Road Central, in the City of Victoria.

THE MUTUAL STORES.

Have just received another Consignment of

LIPTON'S FAMOUS GOODS

INCLUDING

TEA, COFFEE, JAM, BACON, BISCUITS, ETC., ETC.

28, 29 & 30, POTTINGER STREET.

Hongkong, 23rd April, 1899.

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED,

having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE, Elgin Street, Kowloon.

Hongkong, 3rd May, 1899.